



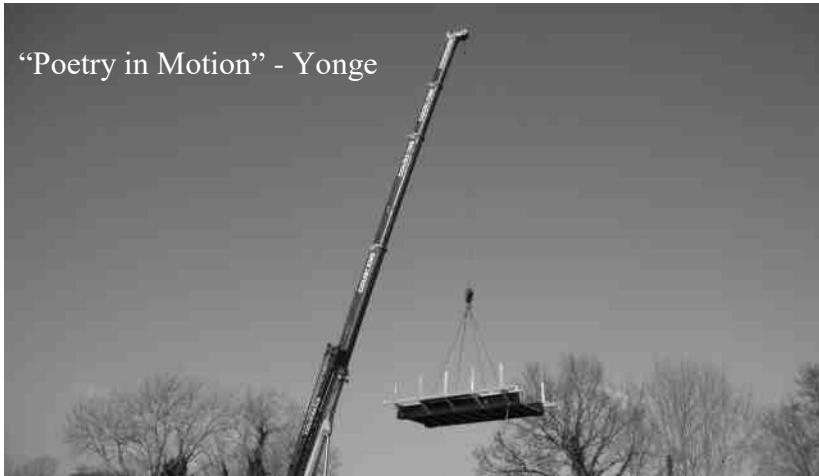
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THE COLONEL

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Spring 2012

“Poetry in Motion” - Yonge



THE QUARTERLY JOURNAL OF THE COLONEL STEPHENS SOCIETY
for enthusiasts of the light and narrow gauge railways of
Colonel Holman F. Stephens

THE COLONEL'S STORES

Subscriptions *The Colonel* is distributed to members of the Colonel Stephens Society only. Membership of the Society costs £7 annually in the UK. Joint membership for two people, one *Colonel*, same address, is £9. Overseas membership is £12. Applications to our Membership Secretary (address on p.31).

An Index to *The Colonel* issues 1-104 is available on our website (see below).

Back numbers of *The Colonel* from 2 to the latest issue are all in stock. They are available from our Secretary (address on page 31). Price to members is £1 per issue, including UK postage. Discounts for large orders: 21-40 issues 90p each, 41 and more 80p each. Excess postage for overseas orders will be charged at cost. Issue 1 was a single sheet. It can be supplied on request free of charge with any other order, or separately on receipt of an A5-size stamped addressed envelope.

DVDs containing 39 rare **Shropshire & Montgomeryshire Railway photographs**, mostly of locomotives, from the WD Detachment photograph album, provided by Mike Christensen, author of *The SMLR under Military Control*. Book and DVD were reviewed in *Colonel 104*. This superb DVD is available from our Secretary (address on page 31) at the bargain price of £3 including p&p.

Drawings 47 drawings of a variety of locomotives, rolling stock and infrastructure of the railways of Colonel Stephens are now available. Drawn by the Society's chairman, these famous scale drawings may be ordered by post from our Secretary (address on page 31). They are printed on A3 paper. They cost just 60p each for 1-5 drawings. They will be dispatched rolled in a cardboard tube. Post and packing cost £2.50 for 1-5 drawings, each additional drawing costs an extra 10p. A full list of the drawings appears on our website (together with images) and on page 11 of *Colonel 104*.

Car Stickers Proclaim your membership of the Society by displaying one of our elegant car stickers. £2 each including p&p from our Secretary (address on p.31). Visit our website to see a colour image of the sticker.

Badges Chic Colonel Stephens Society badges may be purchased from our Membership Secretary (address on page 31) at £4.25 including postage. Visit our website to see a colour image of the badge.

The Colonel's Guide, over 80 pages of sources of books, magazine articles, models, videos and films of the Colonel's railways, available from our Secretary (address on page 31) at £3, including p&p.

Biography of Colonel Stephens *Colonel Stephens - a Celebration*: we have a limited supply of this excellent booklet at £4 each, including UK p&p, available from the *Colonel* editor (address on page 31).

Cheques In all cases please make out cheques to "The Colonel Stephens Society".

Discussion Group Enrol for the Colonel Stephens e-Discussion Group by opening a Yahoo account with a user name and password. After logging on to the Yahoo Groups.com link (*not* .co.uk), log on with same details if asked, search for ColonelHFStephens and follow the prompts to register.

Website: Visit our constantly updated website
www.colonelstephenssociety.co.uk

Editorial: Why So Few Heritage Models?

The news that Hornby is planning a 00 model of a GWR 2-8-0 tank, similar to the one (or maybe the actual one) currently being restored to run on the KESR, prompted us to question why there were so few models of preservation-era railways. And why those we have seen are less convincing than those representing part of the national network.

On the face of it, a preservation era railway has much to commend it to modellers. Model railways tend to have far more engines than you would see on a traditional line. They tend to spill over different companies and eras, so that locos, liveries and stock that would not been seen together are

often included. Especially on small layouts, there is far more operational variety than would be seen on a traditional branch line. Yet on a preserved railway, there is often a great variety of stock, test runs, locomotive and carriage & wagon works, charter trains, Pullman and dining trains, demonstration freights and, increasingly, through running to and from the 'big railway'.

With the introduction of so many relatively obscure loco classes by the main stream ready-to-run manufacturers, perhaps we will see some really convincing model heritage lines soon.

Ross Shimmon

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Front cover: 'Poetry in Motion': bridge span being lowered on to the abutments of Bridge No. 4 at Robertsbridge (Mark Yonge)

DON'T DELAY - BOOK TODAY!

Our Members' Weekend, 18 - 20 May, promises to be our best ever, with:

- An open-top bus return
- trip to Caernarfon, following the route of the fully-reopened WHR, timed so that we can see some of the trains.
- Return trips on both the FR and WHR, with a special, exclusive, chartered train on the FR - a first for us.
- Guided tour of Boston Lodge Works
- Railale festival at Dinas
- Social evenings in Spooner's Bar

What could be more enjoyable? Full details appear on pages 18 and 19.

A booking form is enclosed. Please fill it in and send it to arrive in Nigel Bird's letter box by **2nd April**.

Hoping to see you there!

Former WC&PR Carriage under restoration at Boston Lodge for LT

ALBYN AUSTIN *investigates*

I knew for some years that the London Transport Museum Store at Acton contained the body of a four-wheel Metropolitan coach which once ran on the Weston Clevedon and Portishead Railway and latterly used as a shed before purchase by LT.

Claim to fame

Its main claim to fame was that the coach ends still retained the small doors fitted by the WC&P for the guard to move between coaches. These had always intrigued me and I decided it was time to make a visit in May 2011. I mentioned the coach on the Colonel Stephens website and learnt the unwelcome news from Brian Janes of the Colonel Stephens Museum that LT had received a lottery grant to restore the coach to its condition in about 1900, and mount it on a four-wheel steel BR parcel van underframe. They intended to start work in June, so I had to be quick. Brian gave me a contact and some information on the coach that is now incorporated in an article on the museum website: www.hfstephens-museum.org.uk/rolling-stock/a-great-survivor

He had visited the coach and photographed it a few years back. A visit was arranged for one afternoon at short notice and I set off from Cardiff with Mrs A to visit the Wallace Collection briefly in the morning, have a very pleasant lunch there, and proceed to Acton, (leaving Mrs A to have a good look at the Wallace collection).

To Boston Lodge

Since my visit, the coach body has been transferred to the Boston Lodge works of the Ffestiniog Railway for restoration. Hopefully it will still be there in May 2012 when the Society visits the works.

The very helpful LT staff mentioned that the end doors would not feature in the restoration, but they would keep them as well as any other bits removed. One end door seems complete, but the other, with a soft wood frame visible, seems to have lost its external

planking over the years. The coach body was a four-compartment, first class four-wheeler. It was built in 1892 by Cravens for the Metropolitan and sold to the WC&P in 1907, as it was surplus due to electrification. The original Met coach number is a bit uncertain as the body has doors with all three first class Met coach numbers in the WC&P fleet. The WC&P had 7 ex-Met four wheelers, three of them firsts like this one. They were in two sets of three, with the coaches closely coupled in each set.

(Colonel Stephens Railway Museum Archive). The last coach was a spare to use for strengthening the sets at busy times. The surviving coach is thought to be this spare, originally number 14 but later number 7 in the WC&P fleet.



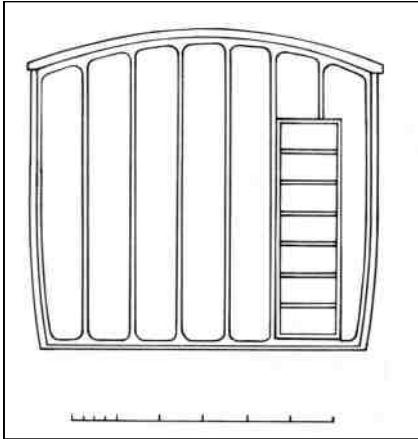
Since Brian had visited, much of the internal lining had been removed to aid inspection of the internal condition of the coach, which provided some interesting new information.

The end doors

I'm afraid I'm not a great draftsman but I think the sketch of the end will be good enough. [*Les Darbyshire has kindly re-*

drawn Albyn's sketch-Ed].

The end doors were very small – 5ft high by 18 in wide. The end doors were mounted off-centre on the same side at each end of the coach. They opened inwards on piano hinges and were closed with a carriage lock. They seem to have had a simple wooden frame panelled on both sides with short horizontal planks, 8 inches wide, the framing was 1.5" wide. The door frame made no attempt to follow the tumblehome of the inward curving coach ends as they ap-



proached the buffer beam, so would have been slightly proud of the body at the bottom. A crude frame of angle iron was fitted to the holes cut in the coach ends, (the vertical panels on the coach ends are one foot wide). Presumably the doors opened over a buffer with a small platform mounted on the buffer and a handle or two on the coach ends to enable the guard to make a very perilous journey between coaches.

Howard Carey remembers

News of the restoration prompted Society member and son of a former WC&P guard, Howard Carey, to write to *Heritage Railway* magazine, (No.158, January 2012). Howard remembered his father using these little doors on many occasions when he travelled on the trains as a child. His father left the WC&P in 1937 to work on the GWR.

Varnished teak

In Metropolitan service the coaches were originally in varnished teak livery. The inside of number 7 must have been quite luxu-

rious as the remains of the embossed ceiling/wall paper could be seen. Traces of maroon paint adhere to the outside of the coach in crevices on the ends, and large amounts were covering the wall and ceiling paper inside, where it had not been emulsioned white, and where the lining applied over certain sections had been removed. Howard Carey recalled his father had said the livery was once varnished mahogany with red ends. Howard remembered the coaches in 1937 as having been a glossy dark reddish brown and being in good condition as they were stored under cover when not in use. The coach is now in a blue green colour, badly faded and the paint having peeled off many areas. I think this maybe similar to the shade used by the Southern Railway for its suburban electric stock, and it's known that Austen had coaches painted Southern coach green in latter years, but the green was probably applied in its days as a shed, given that Howard remembers the coaches as being in good condition in 1937.

Narrow corridor

A narrow corridor was provided along one side of the coaches between the doors by shortening the seats and partitions between compartments to enable the guard to inspect tickets, four passengers across instead of five. At some time in WC&P service, all the seats and partitions were stripped out of number 7. Wooden seats probably from scrapped WC&P "Wild West" coaches were placed around the sides and the ends of the coach, which Howard remembered as being highly polished. The centre doors on each side were blocked off by the seats to leave

Continued on the next page ►

just the four end passenger doors in use, but the guard's doors in the coach ends were also left. These guard's doors went out of use and were panelled over at some stage, after 1937, as a GWR photo of the inside of what is probably coach 7 in this state, taken in 1940, survives in the Colonel Stephens museum collection. It looks from the mirrors on the end wall that it was probably coach 7 unless one of the others was virtually identical, with all the compartments removed. Presumably this open arrangement enabled lots of standing passengers to be crammed in at busy times. The four coach side doors still in use had an extra lower step

(Continued from page 5)

added, (as well as the original two) and internal grab rails added to assist passengers climbing in from wayside halts. Some of the grab handles still survive. How did passengers open these doors when climbing up the steps? Presumably you could just about reach the door handles from the ground and there were probably extra external grab handles as well? Not a coach for use by the disabled or the short, though.

Swapped for a garden seat

When the WC&P shut in 1940 the coaches were sent to Swindon and sold off. All the Met coaches are supposed to have gone to the military at nearby Shrivenham and later ended up as garden huts. A door from one is in the Colonel Stephens museum collection, (the rest of the coach was in too bad a condition to be saved). After a tip off from an enthusiast, LT swapped a platform seat for coach body no.7 in 1974, and it has been in store at various LT locations ever since. When I visited, it was mounted on a four-wheel LT wagon. Howard was invited to inspect the coach prior to London Transport buying it and recalled the end seats and luggage racks were still present then, as well as the cast iron number 7 on the side. These have since disappeared. Hopefully one of the now surplus guard's end doors will end up in the Colonel Stephens Museum. ●

Now is the Time ...

... to plan visits to heritage railways, especially those with a connection to Our Man. Dana Whiffen of the **East Kent** has sent us an impressive list of events at Shepherdswell, including: Buses and commercial vehicles day (17th June) and a classic car rally (15th July) both with the Dover Transport Museum. If EMUs are your thing, head to Shepherdswell on 15th & 16th September. For a full list of events and 2012

timetable go to:
www.eastkentlightrailway.moonfruit.com
 Or write to: Station Road, Shepherdswell, Dover, Kent, CT15 7PD

The **KESR** has announced its new timetable and programme of events. Apart from the visiting engines at the gala, mentioned elsewhere, there will be 1940s weekend (19 & 20 May), a WW1 weekend (30 June & 1 July), a 1960s weekend (4 & 5 August) and the perennial favourite, the Hoppers' weekend (8 & 9 September) Full details and 2012 timetable are on the website

www.kesr.org.uk or write to KESR, Station Road, Tenterden, TN30 6HE. New for 2012 are a multimedia guide and an app for smart phones – whatever next? There's no running at the Robertsbridge end yet, of course, but there's a good opportunity to see the massive infrastructure works on 19th May. The **RVR** will be holding its annual model railway show then, so if you can't get to north Wales for our Members' weekend, why not head to Robertsbridge?

The Ffestiniog and Welsh

Highland Railways have published their 2012 timetables. Many of us will experience these lines in May. But if you can't make it then, check out the website: www.festrail.co or write to: Harbour Station, Porthmadog, LL49 9F.

Another possibility is, of course, the Tamar Belle tamarbelle.co.uk Comfortable accommodation and good food by the spectacular **Callington branch**. What more could you want? Timetables for the Tamar Valley line and other local lines are available at:

www.carfreedaysout.com/ttable ●

Rapid Progress at Robertsbridge

MARK YONGE reports as new spans are swung into place

The Rother Valley Railway restoration project continues to thrive with construction taking place on budget and on time at the Robertsbridge end of the line. Project manager, Alasdair Stewart, seconded from the Welsh Highland Railway, continues to work on the completion of the new bridges and, by the week ending the 5th February, four out of the five structures were almost completely installed.

Renumbering bridges

By way of a reminder to readers, the bridges from Robertsbridge towards Ten-terden have been renumbered for simplicity, starting with No.1 and increasing numerically. The recently completed bridges are Nos. 2,3,4 and 5, the decks of which are all to the same design. To comply with modern railway rules, these single track decks have a galvanised steel walkway on each side. They

the K&ESR extension, these new spans were being installed by the South Eastern Railway. Although the main line was double track, there were 26 single track bridges placed across a small flood plain at the site of the River Beult. A generous supporter of the Rother Valley Railway purchased all of these spans when the line was upgraded to handle Eurostar trains (now no longer running on this route) and they were delivered by road to Robertsbridge.

'Charles Dickens' bridges

Although previously referred to loosely as the Charles Dickens bridges, because of his involvement in a major railway accident at this place, the spans purchased by the RVR were actually the third set of bridges on this site since the main Dover line was built in 1844. The accident took place in 1860 and ten people were killed causing an emotional trauma from which Charles Dickens never recovered. He died five years later to the day.

Access limited

The process of bridge placement on the Rother Valley Railway was not an easy task as access along the track bed either from Robertsbridge Station or North-bridge Street was not possible by crane or lorry. This left the cricket field and sports ground as the only option. Permission was amicably granted by the Parish Council and cricket club for heavy vehicle access to take place.

Floods

Floods are a well-known feature of Robertsbridge village, particularly during the winter months. So far this year and last the Rother Valley has been blessed with a dry summer and a moderately dry winter which has allowed work to continue

Continued on next page ▶

▶ *Continued from previous page* almost without a break. However, no chance could be taken in regard to the heavy equipment being driven on to the cricket ground and an aluminium roadway was installed to prevent damage.

In the event, matters went very smoothly, almost without a hitch. The bridge spans

Some last minute adjustments at Bridge No. 4 before deck is lowered into place (Mark Yonge)



can all be best seen from the sports field at Robertsbridge.

They look extremely professional and, following shot blasting, repair and painting, should be serviceable for several decades to come. Of particular interest is the age of the spans which date back to the time of the opening of the Kent & East Sussex Railway extension to Headcorn. They were placed in position near Staplehurst in 1904; while Colonel Stephens was close to completing

were returned, following restoration by Brunswick Ironworks in Caernarfon and painting by Beavers of Lamberhurst and delivered by road to Northbridge Street on the 31st January. Fortunately, we were able to take advantage of an East Sussex County Council Highways road closure which enabled access without the need for traffic management, which was a great advantage. Three spans were delivered directly to the track bed and the fourth placed near the railway on Northbridge Street itself. *Bridge span being loaded on lorry to move alongside placement position* (Mark Yonge)

Once the temporary road had been rolled out, the walkways and handrails were fixed to the decks and a lorry and high lift crane were utilised to move the spans parallel with the track bed to each of the prepared locations on the 1st February, starting with num-



bers 5,4,2 and then 3. The high lift crane was necessary in order to lift the decks over trees without injury. This was sheer poetry in motion [See cover picture - Ed].

It is expected that Bridge No. 1 will be completed during February and March. Track laying and a new layout between Robertsbridge and Northbridge Street will take place during April this year. ●



Plates Sell Well

The sale of locomotive nameplates has been attracting controversy lately, but despite the economic climate, demand seems quite strong. A coach plate from the **WC&PR**, (pictured above) came up for sale at Great Central Auctions in January. In good condition, it had been repainted and fetched £820. It measures 11" x 2½". The very active WC&PR Group was the buyer, presumably for display locally.



At the same auction, a locomotive nameplate from the **BP&GVR** No.1 *Ashburnham* (pictured above) sold for £4,500. Named after the railway's chairman, Lord Ashburnham, the 0-6-0ST was built in 1900 by Chapman & Furneaux of Gateshead. It was absorbed with the rest of the railway by the GWR and became No. 2092. It was cut up at Swindon in 1951. The plate is brass, repainted and measures 36¼". The buyer is undisclosed. ●

The East Kent Railway



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COB WIDENING PROJECT GOES AHEAD

The Ffestiniog and Welsh Highland Railways announced in January that they had awarded Jones Bros Civil Engineering UK the contract for the first phase of the major alterations to the Harbour Station at Porthmadog. Dating back to January 1865, FR and WHR trains have had to share a single platform at the Station. This results in inconvenience for passengers and causes operational complications for railway staff. A £1m improvement plan has been drawn up.

The first phase of the plan involves the delivery of some 25,000 tonnes of rock from the nearby Minffordd Quarry, to enable the westernmost 260 metres of the 200 year old Cob embankment to be widened to enable the construction of a new platform for use by WHR trains and to completely rework the station layout.

"We're delighted to be working with Jones Bros again," said F&WHR director Mike Hart. "Our collaboration on the Porthmadog Bypass bridge works over the FR at Minffordd and under the WHR at Pont Bodawen was extremely successful and we look forward to working with them in 2012."

Work began in January and is scheduled for completion by early Spring. Local hauliers will transport the rock from Minffordd quarry to a new haul road constructed across the station at Porthmadog.

"It's great to be able to keep our bypass team together as a result of winning this contract," added Huw Jones, Managing Director of Jones Bros. "Our work on the sea defences at Tywyn demonstrates our capabilities for this kind of challenging work and the good relationship we built up with the F&WHR during the bypass construction

should ensure a smooth-running project."

In addition to staff working on the Cob, others will be based at Minffordd to select rock and supervise loading the wagons. Road transport for the two-mile journey was chosen on environmental grounds and to avoid the double-handling of the rock involved in delivery by rail or sea. After delivery, rocks will be put in place one by one at low tide using specialised plant, resulting in a widened and strengthened sea defence.

After the Cob widening phase of the project is complete, railway engineers and volunteers will begin the process of laying track and building new platforms at the historic station. The project is scheduled for completion in time for the main operating season in 2013.

We shall, of course, be able to observe the progress made during our members' weekend in May. Meanwhile, you can see the latest developments on the FR/WHR website: www.festrail.co.uk ●

FANCY DRESSING UP?

Several members have said that they will dress up as the Colonel, one of his staff, or perhaps passengers of the 1920s to complement our Stephens-era charter train. So if you fancy joining them, why not do so too?

Also, let's see how many vehicles will, over the weekend, sport our elegant **car stickers**, available during the weekend or in advance from our secretary. ●

THE ROTHER VALLEY RAILWAY

Robertsbridge Station, East Sussex TN32 5DG

REBUILDING THE RVR FROM ROBERTSBRIDGE TO BODIAM

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For membership, telephone: 01580 881833, or go to www.rvr.org.uk

An Old Potts Chair

BRIAN JANES *marvels at a survivor from the Potteries, Shrewsbury & North Wales Railway*

Little attention is generally paid to the railway's essential component, the track and its 'bits'. Yet it largely dictates the railway's ability to perform its tasks, the rolling stock it can accommodate and, indeed, its appearance.

Classic light railway theory

Stephens adopted the approach of the classic light railway theorists when it came to track. He built with the lightest material he could get away with and then rebuilt with heavier rail if he could get the money or the agreement of the shareholders. His first two standard gauge railways, the Rother Valley and the Selsey, were built with 60 lb flat-bottomed (Vignoles) rail and half round sleepers. The RVR was relaid in 1905 with heavier second-hand bullhead rail but Stephens was never allowed to relay the Selsey; a major contributory factor to its final demise.

Old track still there

Photo: Colonel Stephens Museum Archive



When it came to taking on the Shropshire and Montgomeryshire, Stephens was faced with a different proposition. The old Potteries, Shrewsbury and North Wales track was still there after over 20 years of dereliction. He had to build cheap so he used the old track materials laid down with such opti-

mism in the early 1860s and really very little used. The rail was the old 60 lb per yard double head wrought iron and the chairs cast iron, both were durable materials and had survived well under years of undergrowth and the wet weather so characteristic of the Welsh Marches. Sleepers were another matter and were thoroughly rotten but these were easily removed by lifting and whacking with a sledgehammer to be replaced with new, incidentally imported via ship to Aberdovey harbour and up the Cambrian Railways.

This venerable old track lasted on the mainline till around 1922 when most was reputedly replaced with second hand 80 lb bullhead; most of which the army finally swept away during World War 2. The Criggion branch, with its heavy but less frequent trains, kept the old rail for longer, although much was replaced during WW2 with heavier third-hand bullhead which came from the K&ESR, where it was regarded as life expired.

Swept away in the 1960s

The holocaust of the early 1960s swept all these generations of rail away. However I was recently contacted by one of those intrepid enthusiasts who can never give up on old railways. Steve Edgar, poking around on the track bed of the branch line to Criggion at Melverley station came across a discarded rail chair. The chair has the letters W L & (probably) B cast onto it. It has two holes for pins and is complete with two 'corroded' pins. He asked if I could verify its identity.

I am absolutely sure it is an original Potts chair. I have no idea what the 'WL&B' stands for though; it is probably a maker's mark but for what iron founders I do not know. The date of 1865 is interesting for the official opening date of the



Criggin branch is 1870, so whether the chair came from stock, was swapped from elsewhere or was possibly always there is open to question. I have always suspected that the branch was open for goods traffic at an earlier date.

Anyway, an early survivor. Well found Steve. ●

WC&PR signs unveiled

On 9th December, a cold but thankfully dry afternoon, an interpretation board was unveiled at the site of the former **WC&PR** station at Ashcombe Road, Weston-super-Mare, by John Penrose, local MP and Minister for Tourism, reports Paul Gregory. The ceremony was watched by a crowd of about 25, consisting mostly of WC&PR Group members, but also including a Colonel Stephens 'look-alike', and some people dressed in period costume.

The Group has always had an objective of promoting an awareness of the heritage of the railway to the general public. Until now there has been no signage of any description over the fourteen mile length of the railway to acknowledge that the railway ever existed.

In addition to the interpretation board, permission was sought from the council to erect signage to mark the route of the railway in that vicinity by naming the lane which runs along the old track bed as 'Colonel Stephens Way' and two Colonel Stephens Way signs were installed at the same time.

The WC&P Railway Group, is grateful for a kind donation towards the signage from the Colonel Stephens Society, and now plans to erect similar boards at Clevedon and Portishead. Details of the Group can be found at www.wcprgroup.org.uk

Colour photos of the ceremony and of the signs can be seen by visiting our website:



John Penrose MP unveils the interpretation board on the site of the former WC&PR station at Ashcombe Road, Weston-super-Mare on 9 December 2011, watched by 'Colonel Stephens'.

(Stephen Ash)



www.colonelstephenssociety.co.uk/WCPR%20signs

CRIGGION 100

LAURIE COOKSEY *marks the centenary of the re-opening of the S&MR's Criggion branch*

As Les Darbyshire mentioned in *Colonel 105*, Winter 2011, the Criggion branch of the Shropshire & Montgomeryshire Railway (S&MR) re-opened to goods and mineral traffic on Tuesday, 21st February 1912, without any official inspection, although whether it was really fit for the purpose is very doubtful. Stephens had used some redundant spans from the S&MR's former double track viaduct across the Severn at Shrawardine to reinstate the smaller bridge across the same river, near Molverley, on the branch. On behalf of the Board of Trade, Colonel Druitt, made an inspection on 22nd May that year, but he was obliged to refuse its opening to passenger traffic.¹ However, with the unfinished works that he had detailed having been carried out, his permission to open the branch to all traffic was granted following his second inspection one month later on 20th June.

Light traffic

Although passenger traffic on the branch was always to be very light, serving only small villages and hamlets on its five-mile almost level course, the mineral traffic from the Breidden Quarries was to be the lifeline of the S&M, until the last stone train ran in December, 1959.

Receiver appointed

The history of the branch and the S&M went back much further than 1912. It was the S&MR's predecessor, the grandly entitled Potteries, Shrewsbury & North Wales Railway (PS&NWR) that had opened the 'main line'² between its own station at Shrewsbury (Abbey) and a junction with the Cambrian Railways at Llanymynech on Monday 13th August, 1866, but as early as 11th December that year, a receiver had been appointed and all traffic ceased ten days later. With a settlement having been made with the Company's creditors on 13th July, 1867, at some time in December 1868,

passenger services recommenced. It is quite likely that the Breidden branch (as the Criggion branch was originally called) had been used by mineral trains from as early as 1865, but following Colonel Rich's inspection on behalf of the Board of Trade in October in October 1870, he regretted that it could not be "opened for passenger traffic without danger to the public using the same owing to the incompleteness of the works". Rich returned on 29th November, only to find that none of the incomplete works that he had noted had been carried out! A third inspection resulted in a further rejection and it was not until 17th June 1870 that Rich reluctantly agreed to the opening of the branch to passenger traffic.

Closed without warning

Following Board of trade intervention, owing to the poor condition of the line, in particular the bridge across the River Severn at Molverley, the Breidden branch was closed to passenger traffic at short notice on Wednesday 16th June 1880, although it was intended that mineral and goods traffic would still be worked on Wednesdays and Saturdays as hitherto. However, the main line and the branch closed without warning just six days later and the Breidden branch was to slumber for some 30 years until Holman Stephens's men commenced clearing a way through the undergrowth in readiness for its 1912 reincarnation. ●

¹ On this day, Colonel Druitt also inspected the 40ft. Long x 2'6" high single line platform at Shrewsbury West and the transfer sidings at nearby Meole Brace. The platform he passed for use, but the latter were subject to a tie being added to keep the stock rails to gauge. The halt was unusual in that it had no shelter, but was sited almost completely beneath a road bridge!

[A nice 1958 picture of Meole Brace by HC Casserley can be seen in Branch Line to Shrewsbury (Middleton Press (1991), plate 105. It shows that a shelter had been added at some point. The bridge had presumably not given enough protection - Ed].

Operations, Traffic and Events on the S&MR 1934-1937

PAUL JACKSON *continues his analysis of a 'Register of Train Signals' from Kinnerley Junction. The first instalment appeared in Colonel 105, p.9*

Wagon movements over the Criggion branch

All wagons moving over the Criggion Branch line were recorded in the register with the empties on the down side of the volume and fulls on the up side. Most of the fulls are noted as containing stone from the quarry, but there are also a considerable number of War Department wagons, with the occasional wagon of scrap, also noted. The WD wagons tended to be more frequent in the latter part of the book.

The mineral traffic originating from Criggion peaked at 143,000 tons per year in 1931 but suffered a slump to 30,000 tons by 1933. However in 1935 the total increased to 42,000 tons but fell again to 24,000 tons in 1936 and 20,000 tons in 1937.

Generally the number of wagons from the quarry peaked in the summer months when the stone was used on construction projects and road surfacing. The 1935 summer produced some remarkable loads, with a maximum of 417 wagons being dealt with in a single week. During the winter period there was much reduced traffic with the nadir generally reached in December. On many days in winter, there was no service over the Criggion Branch.

Operationally these summer loads must have put a strain on the motive power, which seems to have been mostly two ex-L&NWR 0-6-0 coal locomotives. Many locomotive failures are noted, as are derailments on the poorly maintained and ancient track. Staffing the railway must have been difficult, as the winter wagon totals were so poor; the massive summer stone traffic and the consequential maintenance and operational problems, seems to have resulted in considerable overtime being worked.

The table (on pp16,17) details the weekly wagon movements over the branch. Weeks with a '--' do not necessarily reflect a zero but are periods when the wagon numbers were not recorded. Generally, the fulls

balanced the empties over a period of time, but it does appear that in excess of fifty wagons may have been stored in the sidings at Criggion at any one time.

Events, accidents, visits and special workings over the railway

Listed opposite in tabular form are the various events recorded in the register. Of particular interest is the railway operation on the three August Bank Holidays listed. The fairly intensive and much photographed 1935 service dwindled to no service in 1937, with an intermediate reduced timetable in 1936.

Otherwise engine failures and derailments seem to occur quite often, with visits by James Ramsay occasionally noted.

This then is the mid 1930s snapshot of the Shropshire & Montgomeryshire Railway presented in this train register. The day to day problems of running a light railway profitably, are clearly illustrated. While Austen and Ramsay attempted to increase business and reduce costs, the seasonal nature of the stone traffic with massive peaks and troughs and the worn condition of the permanent way and locomotives presented frequent issues. Without a doubt, the management and workforce were constantly challenged by the day to day operation of this line. ●

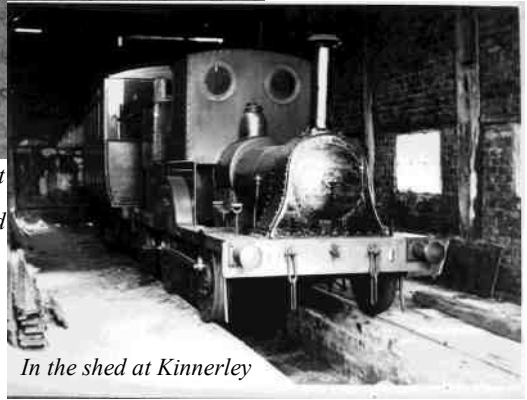
We are very grateful to Ian Pope, editor of Archive, for permission to reproduce the text, tables, illustrations and captions. If you wish to see more illustrations which accompanied Paul Jackson's article in Archive, buy issue no.71 (£6.75).



◀ *Gazelle and the replacement carriage from the body off one of the Wolseley-Siddely railmotors. This arrangement was not to last long as the carriage body was grounded at Kinnerley in 1939.*

(All photos: Lens of Sutton Association)

► *Remarkably, the staff at Kinnerley at the behest of manager WH Austen, rebuilt Gazelle in 1936-37 to be used once more for Inspection purposes.*



In the shed at Kinnerley



◀ *Ford railmotors in the yard at Kinnerley, probably in the mid 1930s. Stood on the siding beyond is a loaded wagon lettered for the Ceiriog Quarry.*

► *Ex-LNWR 8236 on a passenger train at Shrewsbury Abbey probably on 5th August 1935 with an excursion to Llanymynech. The last of three such locomotives acquired by the SMR from the LMS in 1930-32, it still carries its previous owner's lettering on the tender.*



Events of Note

Date	Occasion
Saturday 18.08.1934	Engine 8236 failed at Wern Las.
Thursday 18.04.1935	Special to Maesbrook for H. Society. [?]
Wednesday 08.05.1935	Special (rail cars) to Shrewsbury leaving Kinnerley at 12.45pm for Mr Ramsey. James Ramsey was Chairman and Managing Director of the railway at this time.
Saturday 11.05.1935	Special trip to Criggion for Mr Ellam [?] urgently required.
Saturday 06.07.1935	Two specials to Meole Brace – one am and one pm.
Monday 05.08.1935	Two return trips on branch (the first one by the rail cars) and three return trips over the main line starting with the 7.30am Kinnerley to Llanymynech; the last train finishing back at Kinnerley at 10.15pm.
August Bank Holiday	
Monday 23.09.1935	Engine 8236 failed at Melverley. Engine 8108 took over and rail cars were used on the Kinnerley to Llanymynech train.
Wednesday 09.10.1935	Engine 8236 failed at Hookagate.
Monday 14.10.1935	Engine number 3, <i>Hesperus</i> , noted in use.
Saturday 19.10.1935	Storm damage to wires and poles.
Monday 21.10.1935	Engine 8108 failed. Engine 8236 ‘took up work’.
Thursday 24.10.1935	Derailment of wagons at Llanymynech. Staff worked to midnight to recover them – returned to Kinnerley at 12.35am.
Tuesday 10.12.1935	Special (rail cars) for Mr Ramsay/Mr Austen to Shrewsbury.
Friday 10.12.1935	Special to Shrewsbury for Mr Ramsey.
Monday 10.02.1936	Accident at Chapel Lane (level crossing) on morning branch service to Criggion. Three horses were killed.
Monday 03.08.1936	Three return trips over the main line starting with the 7.30am trip Kinnerley to Llanymynech and finishing with the return to Kinnerley at 10.05pm. No branch line (to Criggion) trips appear to have been worked on this holiday.
August Bank Holiday	
Wednesday 12.08.1936	Special train to Shrewsbury for Mr Ramsey.
Saturday 20.03.1937 &	Engine off road in Criggion at 6.00am Saturday. Two engines in use on Sunday returning to Kinnerley at 4.00pm from Criggion.
Sunday 21.03.1937	
Wednesday 28.04.1937	Two wagons of stone off road at Hookagate.
Tuesday 08.06.1937	Special Kinnerley to Edgebold.
Wednesday 28.07.1937	Engine 8236 failed – am.
Monday 02.08.1937	No trains on this August Bank Holiday.



Photo: One of the SMR's ex-LNWR Colliers at Kinnerley c.1938
(Lens of Sutton Association)

**Left—Wagon movements over the Criggion Branch,
August 1934 to August 1937**

)

Week ending	Wagon Movements	Week ending	Wagon Movements	Week ending	Wagon Movements
18.08.1934	91	17.08.1935	392	15.08.1936	---
25.08.1934	83	24.08.1935	337	22.08.1936	77
01.09.1934	115	24.08.1935	327	29.08.1936	99
08.09.1934	112	07.09.1935	269	05.09.1936	87
15.09.1934	98	14.09.1935	417	12.09.1936	112
22.09.1934	59	21.09.1935	245	19.09.1936	76
29.09.1934	73	28.09.1935	322	29.09.1936	91
06.10.1934	76	05.10.1935	264	03.10.1936	71
13.10.1934	45	12.10.1935	190	10.10.1936	70
20.10.1934	88	19.10.1935	----	17.10.1936	96
27.10.1934	51	26.10.1935	85	24.10.1936	42
03.11.1934	48	02.11.1935	68	31.10.1936	59
10.11.1934	34	09.11.1935	178	07.11.1936	69
17.11.1934	61	16.11.1935	----	14.11.1936	46
24.11.1934	72	23.11.1935	----	21.11.1936	80
01.12.1934	42	30.11.1935	48	28.11.1936	41
08.12.1934	40	07.12.1935	----	05.12.1936	45
15.12.1934	16	14.12.1935	25	12.12.1936	30
22.12.1934	38	21.12.1935	0	19.12.1936	49
29.12.1934	15	28.12.1935	0	26.12.1936	23
05.01.1935	79	04.01.1936	42	02.01.1937	66
12.01.1935	60	11.01.1936	68	09.01.1937	14
19.01.1935	64	18.01.1936	30	16.01.1937	26
26.01.1935	25	25.01.1936	0	23.01.1937	42
02.02.1935	49	01.02.1936	78	30.01.1937	69
09.02.1935	74	08.02.1936	103	06.02.1937	66
16.02.1935	26	15.02.1936	87	13.02.1937	58
23.02.1935	56	22.02.1936	87	20.02.1937	62
02.03.1935	38	29.02.1936	131	27.02.1937	61
09.03.1935	29	07.03.1936	261	06.03.1937	89
16.03.1935	56	14.03.1936	155	13.03.1937	35
23.03.1935	48	21.03.1936	109	20.03.1937	68
30.03.1935	74	28.03.1936	114	27.03.1937	119
06.04.1935	91	04.04.1936	75	03.04.1937	82
13.04.1935	70	11.04.1936	65	10.04.1937	86
20.04.1935	77	18.04.1936	158	17.04.1937	112
27.04.1935	109	25.04.1936	123	24.04.1937	71
04.05.1935	66	02.05.1936	101	01.05.1937	127
11.05.1935	52	09.05.1936	143	08.05.1937	71
18.05.1935	39	16.05.1936	169	15.05.1937	127
25.05.1935	121	23.05.1936	181	22.05.1937	120
01.06.1935	116	30.05.1936	191	29.05.1937	116
08.06.1935	122	06.06.1936	109	05.06.1937	117
15.06.1935	78	13.06.1936	146	12.06.1937	174
22.06.1935	224	20.06.1936	219	19.06.1937	187
29.06.1935	227	27.06.1936	154	26.06.1937	129
06.07.1935	247	04.07.1936	112	03.07.1937	164
13.07.1935	270	11.07.1936	96	10.07.1937	136
20.07.1935	267	19.07.1936	58	17.07.1937	147
27.07.1935	332	25.07.1936	60	24.07.1937	77
03.08.1935	321	01.08.1936	106	31.07.1937	63
10.08.1935	255	08.08.1936	---	07.08.1937	83

MEMBERS' WEEKEND 2012

NIGEL BIRD provides the low-down for our next adventure

Firstly, can I thank the members who have so generously supported all the planned events for this year's members' weekend?

Open Top Bus trip

I am delighted to tell you that the open top bus trip for **Friday 18th May** from Porthmadog to Caernarfon (to visit Gwynedd Archives) is definitely **on**.

The Society Charter Train

The Society charter train for **Saturday 19th May** (after the AGM) from Porthmadog to Blaenau Ffestiniog and return is also **on**, as we have received enough bookings and donations to make it viable.

The Welsh Highland Train

Seats are reserved on the Welsh Highland service train departing at 9.35 a.m. from Porthmadog to Caernarfon and returning at 3.20 on **Sunday 20th May**.

Boston Lodge Works

In addition, the planned trip to Boston Lodge Works on the evening of **Saturday 19th** is booked.

Rail Ale Festival

If all that is not enough for you, an additional bonus for those who like a pint of real ale is the **Rail Ale Festival** held in Dinas Goods Shed from 18th to 20th.

Informal gatherings at Spooner's

There will also be informal gatherings on Thursday, Friday and Saturday nights in Spooner's Bar, where good food and ale can be consumed!

You will of course need a 25 hour day to fit all this in.

You will find a booking form in this issue of *The Colonel*. PLEASE complete this asap and return to me **NO LATER THAN 2ND APRIL**.

Any bookings received after that day will **NOT** be guaranteed a seat on any of the three outings, due to space and time restraints.

The Itinerary

Friday 18th May

Open Top bus return trip from Porthmadog to Caernarfon via Beddgelert, to view Colonel Stephens's and other FR/WHR documents at the Gwynedd Archives offices.

Depart:

10.30 am from FR Porthmadog Harbour station.

En route we will view a north-bound train in Aberglaslyn Pass, continuing via Beddgelert to Waunfawr, arriving approximately 12.30, where we will stop for refreshments at The Snowdonia Parc Brewpub (tea/coffee/sandwiches will be available FREE of charge). Home brewed beer to buy!

We will leave Waunfawr at 2 pm for Caernarfon, arriving at The Gwynedd Archive Offices about 2.30.

Departing at 4p.m. we should be back in Porthmadog for about 5 p.m.

Evening: An informal social in Spooner's Bar at Porthmadog.

Saturday 19th May

After the AGM (see page 22), we have our own charter train booked for a return journey from Porthmadog to Blaenau Ffestiniog.

Depart:

2.30 pm from FR Porthmadog Harbour station.

We arrive Blaenau Ffestiniog 3.30 p.m. We will have half an hour there, whilst our loco runs round, etc.

We depart Blaenau Ffestiniog at 4 p.m. arriving back at Harbour Station at 5.30 p.m.

An evening visit to Boston Lodge Works will be arranged after our return, time to be advised.

Evening: An informal social in Spooner's Bar, Porthmadog.

Continued on the next page ►

Members' Weekend

► *Continued from page 18*

Sunday 20th May

Reserved seating on the Welsh Highland Railway to Caernarfon.

Depart:

9.35 am from FR Porthmadog

Harbour station. We arrive at Caernarfon at 12.10 p.m. We have 45 minutes here, whilst our loco runs round, etc. We depart Caernarfon at 12.55 p.m. and arrive back at Harbour Station at 3.20 p.m.

Another option is to disembark at Dinas (last stop before Caernarfon) for the beer festival at 11.50 a.m. and catch the return service at 1.10p.m. back to Harbour Station.

I will distribute copies of all times etc at the AGM.

Any queries up to Wednesday 16th May telephone 01974 821281, after that on my mobile 07794 308154 (subject to me being in signal!)

I hope you agree this promises to be yet another busy and interesting Members weekend.

Nigel Bird



Above: Ffestiniog train in Colonel Stephens-era livery crossing the Cob during the FR Gala, 2012 (Nigel Bird)

Back to the Future

We have reported on the acquisition by the 4253 Locomotive Company of an ex-GWR 2-8-0T to run on the KESR when the extension to Robertsbridge is completed.

A limited edition print of 4253 by well-known artist, Alison Griffin is now available as Mark Yonge reports: "This is a unique opportunity to purchase a limited edition of 4253 approaching Cranbrook Road, imagined after restoration, at the time of the opening of the KESR's missing link between Bodiam and Robertsbridge. All funds raised are for the restoration of 4253

As a limited edition print by well-known



artist, Alison Griffin, these are restricted to only 100 copies with currently 30 sold. There is a constant demand for Alison's work and your purchase will almost certainly hold or increase its value as a collector's item". Prices are: framed limited edition print: £95, mounted unframed print: £70. Send a cheque payable to: 4253 Locomotive Company to:

Mark Yonge, Little Isemonger, Cranbrook Road, Tenterden, TN30 6UJ

If you wish to view prints, please contact Mark at the above address: Tel. 01580 763811 markyonge@live.co.uk

Alison has been painting professionally for over 25 years. She is well known for her miniature paintings of interiors, gardens and country scenes and works almost entirely in acrylic on board. She originally studied graphic design at Bath Academy of Art from 1971-1974, but her love of working in great detail led her to start painting miniatures several years later. Her use of strong light and shade gives a dramatic effect upon her work. •

Monty Baker 1919-2012

It is with great sadness that we have to announce the death of Monty Baker on 6th January 2012 after a short illness. He was 92. Monty was one of the last surviving staff members of the old Kent & East Sussex Railway, which he joined in 1934. He kept a close interest in the affairs of the railway and in the Colonel Stephens Society and his reminiscences have been published on several occasions in *The Colonel*.*

Anthony Baker (known as both Tony and Monty to his friends) was born on 5th August 1919. He was brought up in Tenterden and attended the school which was then in Church Road and is now occupied by the Tenterden Day Centre. His father died when he was quite young but his Grandfather was manager of a men's outfitters shop in Tenterden, which Colonel Stephens patronised from time to time. Stephens spoke to young Monty whilst he was in the shop and promised him a job if he should need one when he

including driving the railcars and firing on the locomotives. He accompanied driver Nelson Wood, when locomotive No2 *Northiam* was loaned to Gainsborough Pictures for use on the Basingstoke & Alton Light Railway in connection with the making of the film "Oh Mr Porter!", starring Will Hay, Moore Marriott and Graham Moffatt. In 1940 he returned to the East Kent as a driver for a short period and then left railway service to join the armed forces, where he served overseas.

On demobilisation in 1945 he went to the Romney Hythe & Dymchurch Railway as a driver and, many years later, recalled driving a train with Laurel and Hardy on board, when they visited the line in 1947. However, the pay was poor and Monty decided to leave railway service in 1949. He went into estate management for a time and in 1962 entered the licensed trade by taking a tenancy of the Maids Head in Thorpe-Le-

Soken in Essex for 10 years, before buying his own pub, the White Hart at Wix, a few miles away. He finally retired in 1979.

He and his wife Esme, moved to Frinton and enjoyed many years of retirement, taking a close interest in railway affairs generally, giving interviews to the press and visiting Tenterden from time to time. Our condolences go to Esme in her sad loss. P.D.S.



Left to right: Monty, Nelson Wood, Harry Simmonds & family
Colonel Stephens Museum Archive

left school. By 1933 Stephens had died, but Monty duly approached W. Austen, reminding him of Stephens's promise and as a result he started work at Tenterden station as a general factotum to the Stationmaster George Dobell. After 6 months Austen sent him to Eastry on the East Kent Railway as station agent, which he found particularly boring due to the lack of activity, and in 1934 he returned to the Kent & East Sussex at Rolvenden, where he was put under Charlie Turner, the fitter in charge. He then had a wide range of jobs

*Monty's Memoirs

We have published several articles by Monty Baker, including: *Monty's Memoirs*, Colonels 59 & 60, *My Meeting with the Colonel*, Colonel 96. News of his Honorary Membership also appeared in 96, with letters in 95, 101 and 105. He also contributed to the *Tenterden Terrier* and the CS Museum website: www.hfstephens-museum.org.uk

GAZELLE GOES GREEN

BRIAN JANES *reports on latest developments at the Colonel Stephens Railway Museum*

Yes, rumours can be true. *Gazelle* is now in green; Craftsmaster 'Ashford' Southern olive green with black and white lining and mid-brown frames. Further, she has a new chimney, a replica of her 1937 pattern, to go with her restored livery. The old chimney, which was a wartime cast iron tube bodge-up, with a solid turned wooden top added in Longmoor days, is relegated to store simply as a record of part of her history. To my eyes *Gazelle* now looks more like the demure little lady she is, rather than a rather 'tarty' blue and scarlet painted one. Come to see her here at Tenterden or, if not, see her at RAILFEST at the NRM, York on 2-10 June. If you really cannot be at either of these places she may be making a slight, but brief, detour to Shrewsbury (and perhaps even Molverley) on her York trip. *

We have been invited to have a free show stand at RAILFEST. This will represent the Museum, the KESR and the Colonel Stephens Society and will be set up with *Gazelle* in the main exhibition hall, so it is a first rate publicity opportunity. Free entry (the Museum itself will be free to the public, but not the special exhibits) and luncheon vouchers for use in the refreshment room are promised for volunteers. There is just the small problem of the cost of getting there and accommodation where neither the NRM nor the CS Museum can help. Nevertheless we need at least two attendants each day and already have some offers. With more, and I hope you would all like to help, there will be plenty of time to wander round what promises to be a great, once a decade show. If you think you could help, please contact me, Brian Janes, at: brian@kesr.org.uk.

On the museum exhibits front there is the exciting news that not only have the National Railway Museum agreed to extend the loans of *Gazelle* and the six locomotive nameplates we have of theirs, but we have the promise of some further items that we hope will be arriving in the near future. We also have the promise of the donation of some of the unique WC&P items removed from the London Transport Museum's MET

carriage which are due to arrive in February. This is a great vote of confidence in us by the two most important national transport museums. Also acquired, at auction, is a very rare North Devon & Cornwall Junction Railway share certificate signed by Stephens. We were outbid at auction on a small WC&P wagon plate, but we understand that this is in good hands with our WC&P Group friends.

We have been doing a lot of work on the exhibits in the museum so how about repaying the efforts of volunteers by paying us a visit? Remember that entry for Society members is free on showing your membership card. Despite setbacks, the planned display of the Colonel's passes from nearly 70 companies in the UK and Ireland should soon come to fruition. Come and see something special; a display that can only be matched by the NRM. We are also working up a detailed proposal to present the Colonel's railways in the two World Wars. We have a fair amount of material to display, but are always looking for more, particularly artefacts relating to the railways' roles. Do you have any material tucked under the bed? Finally, we are still looking for a Curator and a Museum Professional to act as Museum Mentor. Anyone out there able to help? •

* Bob Jones of the Shrewsbury Railway Heritage Trust reports that there may well be a chance for people to see 'this iconic little locomotive' in Shropshire once more. Nothing definite as we go to press. Mansel Davies, chairman of the Trust, is hopeful that the outstanding work on the **Shrewsbury Abbey station** project should be finished by Easter ready for a 'public opening at Whitsuntide'. Two things to look forward to. •

SOCIETY AGM

ANNUAL GENERAL MEETING
The 25th Annual General Meeting of the Colonel Stephens Society will be held at 10.30 on Saturday 19th May 2012 in the Glaslyn Room, Y Ganolfan, Porthmadog Harbour, Porthmadog LL49 9LU
 (About 300 yards from the FR station on the town side of Britannia Bridge)
Coffee will be served from 10 am.

AGENDA

1. Welcome from Chairman and Introductions
2. Apologies for absence
3. Report of the last AGM (See *Colonel 103*, pages 20 & 21)
4. Matters arising
5. Officers' reports:
 - Chairman
 - Secretary
 - Treasurer
 - Membership Secretary
 - Archivist
 - Editor & Publicity Officer
 - Web Manager
6. Election of Officers for 2012/13
7. Subscriptions for 2012/13
8. Date and venue of next AGM
9. Date and venue for AGM in 2014
10. Any Other Business

Motions

Requests for motions to be added to the agenda should reach our Secretary, Kerry Baylis, whose address is on page 31, no later than 20th April.

More details of the venue for the AGM can be found at:
www.y-ganolfan.com/english/location

Election of officers

Nominations are invited for all the posts listed on the agenda. All current post holders are willing to stand for a further term. That should, of course, not deter members from putting themselves forward or nominating others. Nomination to the Secretary (address on p.31) by **20th April**.

Officers' Reports

We will try to keep these brief, by issuing written reports, in order to leave time for answering questions from members.

Any Other Business

To speed up the meeting, members wishing to raise items under AOB are asked to advise the Secretary by **20th April**, an outline of the point they wish discussed. This will enable the committee to prepare answers for the meeting. This does not, of course, preclude members asking questions without notice.

Sales and so forth

Members may order in advance for collection at the AGM our DVDs, car stickers, and the famous Les Darbyshire drawings. Please let our secretary know which drawings you need by **11th May**. They were listed in *Colonel 104* (p.11). A small supply of Society badges will also be available, together with master copies of our membership leaflet and 'Fascinating Facts'. Some posters and pre-printed copies of the leaflets will also be available.

Name Badges

To make it easier to match names with faces, especially as we don't meet very often, please bring a personal name badge if you have one. We will also bring some blank ones for you to fill in, if you don't have one.

•

DAK'S DELVINGS

Just before Christmas, Ian sent in another bumper bundle of cuttings. One of the first articles out of the paddy bag was from *The Model Railway Journal* No.18 (autumn 1987). If you're interested in the ex-LNWR 'Colliers' on the **SMR**, this article, by Roger Carpenter, is for you. As Ian says, there are some marvellous photos, at least one of which complements Paul Jackson's articles in this issue of *The Colonel* and the one before, on the railway's traffic. In the same issue of *MRJ*, VB Vernon recalls 'A Cambrian Journey in 1931'. He travelled from Oswestry to the Vale of Rheidol. In between, he took the **SMR** from Kinnerley Junction to Llanymynech: "The timetable allowed for eventualities and said 'Kinnerley Jc. dep. about'. This was as well as my return train turned up some three-quarters of an hour after the 'about' time. Its arrival was heralded by the honking of a motor horn of obvious Detroit origin. It proved to be what Mr. Funnell [*the station master at Kinnerley - what a great name!*] called 'the cars'". There follows a wonderfully atmospheric description of the journey to which we may return in a future issue.

Steve Hannington's evocative 4mm layout 'Rye Town' (now owned by Chris Jackson of 'Jottings' fame) is based on a planned, but never built, extension to the **KESR**. It featured in *British Railway Modelling* in June 1994. As a follow-up, BRM published a short piece by Tony Rayner on the **KESR** in September 1994. It reminisces on boyhood cycle trips to the line, describes rope shunting at Biddenden with some nice photos of the Saddleback No.4, *Northiam*, *Bodiam* and the Ford railmotor. Still with the **KESR**, undoubtedly popular with magazine editors, *British Railways Illustrated* for December 1991 has five pages on Rolvenden by John Scott-Morgan. It includes some lovely photos, nicely reproduced, including two of O1 0-6-0 No. 31064 in remarkably clean condition. The caption of a photo of the loco shed has relevance to the ongoing discussion in Dispatches about its construction: *The roof, like most locomotive establishments, suffered dearly during its life and by the early 1930s was again need of some attention:- 'he also reported that at the end*

of last year he had arranged for half the roof of the engine shed to be renewed and that he was putting in hand the renewal of the other half'. Unfortunately, the provenance of these works is not revealed.

Colonel 104 featured the LTSR coaches used on the **SMR** in Army days. This struck a chord with Ian and prompted him to locate 7mm drawings of them from the *Model Railway News*, June 1955. One of them depicts one of those very coaches, No.47! The Kerr Stuart *Victory* class No.4 of the **EKR** featured in *Colonels 102* and *105*. *Railway By-lines* carried an article by Don Townsley on the class in July 1998, complete with 7mm drawings and photos, including one of the **East Kent** example. Most striking perhaps is one of the line up of no less than five at Kerr Stuart's works in Stoke in the photographic version of the IW&D livery.

Manning Wardle 0-6-0Ts are truly archetypal locomotives of industrial and light railways, not forgetting their role as contractors' engines. Don Townsley prepared a well-researched article for *MRJ 12* (1987) on *Morous*, *Sidlesham* and *Ringling Rock* of the **Selsey Tramway**. Complete with photos and drawings, this is an essential article for anyone modelling these charismatic little locos. It is also worth checking out *MRJ Compendium No.1* for an article by the same author, on *Aldwyth*, a K class Manning Wardle which arrived at Leeds industrial Museum in virtually original condition.

Finally, for now, there is a nice piece from *British Railway Journal 22* on the Ilfracombe Goods 0-6-0s of the LSWR, some of which ended up on both the **SMR** and the **KESR**. Ian says that his favourite photo is one of *Thisbe* entering Kinnerley hauling a train of vintage coaches. Who can argue with that? The following issue of *BRJ* contains some correspondence on the Ilfracombes. ●

PRESS DIGEST

Our regular round up of the railway press

The Tamar Valley Line (better known to us as the **Callington branch**) is getting its fair share of attention lately. *Today's Railways UK*, No.122, February 2012, included a guide to the 'picturesque' line, with some nice recent shots. *Steam World* for December 2012, however, included some lovely colour photos from the sixties under the heading *Callington Colour*. In the following issue there was a colour feature on Bere Alston, while editor Chris Leigh suggests that it is a candidate for the title of the most picturesque line in the country. Stepping well back in the past *British Railways Illustrated* for June 2011 featured a visit to the line in 1947. No.758 *Lord St. Levan* is photographed on shed at Callington with the legend 'Tamar Belle' chalked on the rear of its bunker. The new all-Pullman Devon Belle was due to start the next day and the diarist, George Powell, commented, "evidently Callington did not want to be undone!"

Elsewhere in this issue we report on the amazing speed with which the bridges at **Robertsbridge** are being restored. Meanwhile, *Railway Magazine*, March 2012 issue, reports that the **RVR** has acquired class 03 diesel 0-6-0 No. D2112, which is currently receiving attention at Rolvenden. The same issue notes that one of the two visiting locomotives to the **KESR** this year will be GWR 2-8-0T 4247, thus providing a glimpse of what can be expected when ex-Barry sister loco 4253 is restored for running on the line. Something of a GWR takeover is in prospect in Kent. Pannier tank 1638 is, of course, a stalwart of the fleet, which has a connection with the Colonel in that it ran in BR days on the **BP&GVR**. One day it will be joined by the GWR railcar No.20 which is being restored and, eventually, 4253. It is also rumoured that GWR 0-6-2T No. 6619 is on the railway's wish list. *Heritage Railway 158*, December 2011, includes a feature headlined 'First steam since the 1950s'. Prompted by the re-opening of the short section of track towards Robertsbridge from Bodiam, it includes two glorious shots of Terrier 32670 with a mixed train of one SECR Birdcage

coach and two wagons.

Bruce Hunt alerted us to the publication of a 9-page article on the **BP&GVR** in the February *Backtrack*. A copy has not yet reached the editorial towers yet, but it is believed to be a useful overview of the history of the line without breaking new ground. Brian Janes points out that much of the information is already available on the CS Museum website.

The **Welsh Highland and Ffestiniog Railways** often feature in the press, of course. The December *Heritage Railway*, and several others, report that their volunteers were joint winners of the 2011 Heritage Alliance Hero Award. Presented by the Alliance's chairman, Lloyd Grossman, the citation noted that the WHR is contributing £15m a year to the Welsh economy. The work carries on; *Steam Railway 158*, February 2012, again among several other magazines, reports that the widening of the Cob at Porthmadog has begun. The work is required to enable easier transfer between FR and WHR at Harbour station. The same issue notes that the centenary of the death of James Cholmeley Russell will occur on 29th August. Russell controlled the **NWNGR**. The famous Hunslet 2-6-2T was named after him. An earlier issue of *SR* (No. 394, October 2011), reported on a ceremony to mark the bicentenary of the Cob at Porthmadog. A symbolic load of slate was carried on a **FR** gravity train. On arrival, the slate was greeted by actors performing as the ghosts of Madocks and his agent, John Williams. Co-operation between the **Welsh Highland Heritage Railway** and its larger neighbour, the **WHR** is growing. The latest evidence was the move of *Gelert* of the WHHR over WHR metals to meet a low loader to take it for display at the Warley model railway show at the NEC, Birmingham (*SR* 394). ●

BLASTS FROM THE PAST

Do you collect luggage labels? There is only one at the palatial headquarters of *The Colonel*. We're hesitant to admit that it's from the GWR, but it was for luggage destined for Ross [on-Wye]. The latest issue of *Southern Way* (No.17) has a 14-page feature on 'the humble' luggage label. The author, Mike Morant, explains that the rarest labels tend to not to be for long-closed stations as many suppose, but are from early printings of labels to busier stations whose labels haven't survived, because they were all used up, to be replaced by newer versions. He also says that "notable by their absence are the Colonel Stephens Railways which might disappoint some readers but his undertakings didn't extend to such relative luxury ..." However, study of the colour illustrations show a few that are of interest to us. The first is a **PD&SWJR** label headed "P.D. & S.W.Jnc. Rly", with, for luggage labels, an unusual second line; "(Bere Alston and E.Cornwall Line)". Frustratingly, the way the label is reproduced means that all you can read of the destination is "St.", presumably St. Budeaux.

Apparently, special labels were printed for luggage carried on the hop pickers' trains. They had accentuated first letters. An SR example for **Horsmonden** is shown, although they typically did not include the company's name. There is a Southern 'Victoria to **Selsey**' label, which replicates the style and colour of LB&SCR labels. The text also refers to a label for '**East Selsey**' which, as the author says, is something of a mystery. Perhaps our knowledgeable readers can solve it?

Colin Shutt kindly sent us a copy of the *Railway Magazine* for June 1961, which recorded the closure of both the **Hawkhurst branch** and the **K&ESR** that month. A magnificent photo of a Stirling 4-4-0 at Hawkhurst in 1926 forms the frontispiece, while elsewhere in the issue, there are shots of H class tanks on trains at Horsmonden and Goudhurst in the 60s and several of freight trains headed by Drewry diesel 0-6-0s in the dying days of the K&ESR. The letters page carries an interesting comment which is worth quoting: *I noticed with some*

concern ... that yet another preservation society is being proposed - this time for the Kent & East Sussex line. While having every sympathy for efforts to save these attractive branch railways, I feel that I will have much support among your readers in thinking that the time has come to call a halt to the present proliferation of preservation societies. We should face the fact that the supply of voluntary labour, cash and general public support for them is by no means inexhaustible, and that there is room for only a very limited number. In my opinion, this limit has now been reached, with three narrow-gauge and two standard-gauge lines at present being operated by societies, and with perhaps one more starting in the near future. Fifty years later, there are more than 100 such lines spread around the UK. Now we are reading letters suggesting that the lack of young recruits mean that many of them will struggle to survive. We shall just have to see. Was the editor using his sense of irony by placing a letter announcing the formation of a new society aiming to build a narrow gauge line on part of the track bed of the old Meon Valley line, as the very next item, we wonder?

Second-hand bookstalls at model railway exhibitions are often a fruitful source of blasts. At a recent show in Canterbury, we came across *Going off the rails: the country railway in West Sussex*, published by the West Sussex Record Office in 1997. It includes an 11-page chapter on the **Selsey Tramway**. Apart from photos (most of which are familiar), there are reproductions of tickets and adverts and, perhaps most interesting, anecdotes from people who remembered the line. One of them comes from Roy Blake, whose father drove and serviced the railmotors. He said that he only heard his father swear when working underneath one of them attempting running repairs. The railmotors certainly don't get a good press all these years later! ●

MODELLING NEWS

We've just noticed in the Skytrex catalogue that there is a nice little resin kit for a 7mm model of the signal cabin that once adorned



Callington (and Calstock) stations. Pictured left, it costs £35, plus p&p from Skytrex on 01509 213789 or

www.ogauge.com

Until recently, there were not many ready to run locomotives in 7mm. But the scene is rapidly changing. There are even a few coming on the market that could plausibly be included in a layout purporting to represent a line in the Colonel's empire. One such is the eagerly awaited Hudswell Clarke 0-6-0T from Ixion Models, pictured below. It is injection moulded and fully decorated, although the handrail looks as if it needs straightening up! Projected price is £299. Delivery is scheduled for March or April. The Selsey had a Hudswell Clarke, but we



think that it was an earlier model. Les Darbyshire says that he thinks that several non-Stephens lines such as the Easingwold and the Wissington sugar beet line had some similar if not identical to the model. Ixion Models are at PO Box 531 Eastleigh SO53 0EG Tel: 07775 782086.

Member John Spratley first alerted us at the Camrail exhibition to the release of an ex-Jouef 4mm 0-6-0T suitable for free-lance light railways. It was reviewed in the *March Railway Modeller* and is pictured here. John

says that it runs well and is ideal for a spot of rebuilding. It costs £49.99 inc p&p from OnTracks, Unit 1, Pontrilas Business Park, Pontrilas, Hereford, HR2 0AZ Tel: 01981 241 268 or info@ontrackinternational.co.uk

It is well known that the Colonel hated



paying water bills for his lines, so many of them sported wind pumps. Members may recall that Martin Brent made a working model of one on his famed 7mm 'Arcadia' layout; well it didn't actually pump water, but the vanes turned! We spotted one on a 7mm NG layout 'Gestup St. Anne' at the recent Canterbury exhibition. Asked whether it was built from a kit, the builder, Derek Reeve, said that it was scratch-built. He had no drawing, so when he saw one he waited for a sunny day and paced out the shadow when it was in a good position. Where there's a will ...

Also spotted at the same exhibition, some limited edition 4mm PO wagons in the liveries of Kent collieries, including Tilmanstone and Chislet. They are available from: Carriage & Wagon Models at 01233 633295 or carriage@yahoo.co.uk

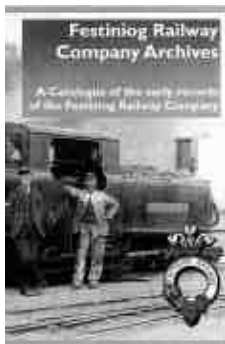
Patrick Collins has alerted us to the plans by RT Models to release during 2012 a 4mm kit for the Manning Wardle old Class I. It will include parts to represent different versions, including *Morous* and *Sidlesham*. RT Models are at: 141 Wenlock Rd., Shrewsbury, SY2 6JZ or www.rtmodels.co.uk

Hornby has announced the production of a 4mm model of a GWR 2-8-0T in 2012. We wonder if 4253 will feature? ●

REVIEWS

Festiniog Railway Archives: a catalogue of the early records of the Festiniog Railway Company. Festiniog Railway Co., 2011. CDRom. £15 or £17 inc p&p from Ffestiniog & WHR Shop, Porthmadog LL49 9NF Telephone: 01766 516034 E-mail : mail.order@festrail.co.uk

The herculean task of cataloguing the documents deposited by the Festiniog at the Gwynedd Archives and Museum Service at Caernarfon has resulted in this massively important CD Rom. The listing covers Company records, correspondence of the directors, general managers and staff; drawings, plans, posters, timetables and other publicity material. It will help visitors to the Caernarfon Record Office identify in advance items they particularly wish to see. Much of the correspondence has been annotated, so it sheds light on decisions made by the Company and daily life on the line.



However, it's important to note that this is a catalogue giving descriptions of documents, rather than digitised copies of the originals. Society member Pat Layzell Ward, who has been at the centre of this mammoth project warns us to take note that the catalogue is 1800 pages long before embarking on printing out! She also reports that the printed catalogues at Caernarfon are being bound. She will let us know when this has been completed and the records can be accessed. £10 from each sale is earmarked for archives conservation.

This is an essential purchase for anyone seriously interested in the history of the FR an, indeed in neighbouring lines. The Society contributed to the cost of this project in 2008 and 2009.

Ross Shimmon

READ ALL ABOUT IT!

As well as being the CSS Treasurer (for as long as I can remember!) I also sell railway books, rare, out-of-print and new (I can supply copies of most of the books reviewed in *The Colonel* - just ask). From my extensive stock of titles I may have what you want. Just ask or go to the website, where 4000+ are listed. I also buy quality books on railways.

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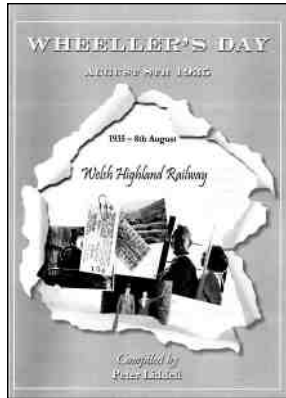
www.nigelsbirdbooks.co.uk

REVIEWS

***Wheeller's Day August 8th 1935.* Peter Liddell (comp). Welsh Highland Railway Heritage Group, 2011. Softback, 84pp, illus. Available from: John Keylock, Weathervane, Childswickham, Broadway, WR12 7HL. £17.50, including p&p, payable to WHRHG.**

This is a most unusual and interesting book. In August 1935 Hubert Wheeler and Bill Minnion undertook a railway holiday taking their bicycles with them. Their initial base was Shrewsbury, from where they visited, amongst other lines, the S&MR and the Snailbeach. They reached Blaenau Festiniog on 7th August. Wheeler, as the compiler notes, took comparatively few photos of the FR, perhaps "because the railway was not then perceived as under threat", unlike several other lines visited during the holiday.

Wheeller apparently, unusually for an amateur, had his film stock specially prepared by a professional photographer. Individual films were cut to length and loaded into film cans. He took especial care when changing his films, changing one inside one of the Aberglaslyn tunnels! The real value of this book is that it offers a fascinating insight into the operating methods of the Welsh Highland. The timetable for the period (reproduced in the book) is compared with the photographs which are analysed in detail, including the angle of the shadows. Fortunately it seems to have been a sunny day. One detail of operations that I found of particular interest was that it appeared to be the practice to leave slate empties on the link line between the FR and the WHR, to be



coupled to timetabled departures from Porthmadoc for Blaenau. A later shot shows some steel girders on flat wagons on the same link line, apparently waiting for a train so that they could be coupled to a train heading to up the line. Another fascinating image shows a gangers' trolley attached to the rear of a train as it leaves Nantmor for Beddgelert by "a couple of turns of rope." Later we see the same trolley in the loop at Beddgelert apparently waiting for an opportunity to run back down the line "with the assistance of gravity".

Some photographs from Hubert Wheeler's companion, Bill Minnion, are included and analysed, together with reproductions of Wheeler's detailed record of his photographs and maps showing the locations where the shots were taken.

I think that anyone interested in the historic Welsh Highland Railway would want to acquire this fascinating book.

Ross Shimmon

Those who are planning to go to our Members' Weekend in Porthmadog in May might like to consider preparing by reading some books on the lines, in addition to the one reviewed above. Several spring to mind, including:

An Illustrated History of the Festiniog Railway. Peter Johnson, OPC, 2007. 0 86093 603 1

An Illustrated History of the Welsh Highland Railway, 2nd ed. Peter Johnson, OPC, 2009. 0 86093 626 8.

The Welsh Highland Railway: an Historical Guide, Part 1: Caernarfon to Rhyd Ddu. WHRHG, 2005.

The Welsh Highland Railway: an Historical Guide, Part 2: Rhyd Ddu to Porthmadog. WHRHG, 2008.

For more general descriptions of the lines, there are beautifully produced guides available from the shop at Harbour station. And no doubt our not-so-tame bookseller, Nigel Bird will have a good selection of titles. ●

*Letters to the Editor***DISPATCHES*****Rolvenden Engine Shed***

It is always good when Monty Baker* shares his memories with us [*Colonel 105*, p.26]. I have been building a P4 layout of Rolvenden for some years. Though it's still not fully finished, I have been exhibiting it for a couple of years. I have used a cardboard mock-up engine shed whilst I have been making the final model. Unfortunately, I have been held up by a well-meaning friend who offered to laser cut the windows. I must say I am very grateful to Les Derbyshire as he sent me copies of his drawings some years ago.

I am building the engine shed as I believe it appeared in the 1920s. From study of photos I have discovered a few things that I would like to share. I believe the water tank that was outside the original round topped engine shed was the same tank and in the same position as on the later hipped roofed extended shed. They just extended the shed around it and put weather boarding around the framing posts. On one photo I have seen of the interior, I can just make out a boarded area towards the front of the shed projecting about a foot into the inside of the shed.

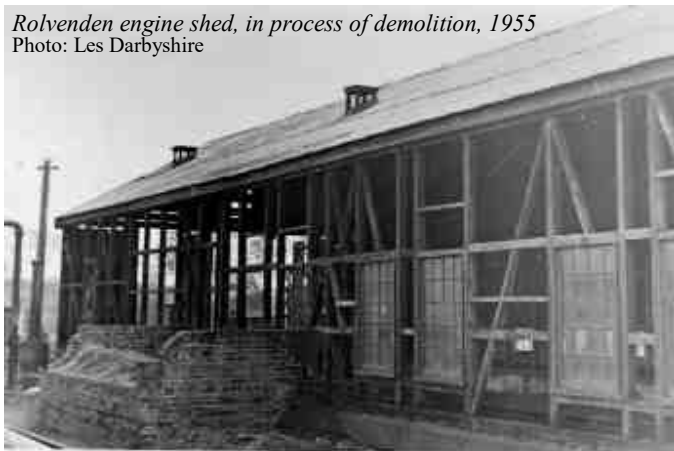
Secondly, if you look at the photo on page 138 of Brian Hart's *The Kent & East Sussex Railway*, (Wild Swan), or photo 61 in *Branch Line to Tenterden*, (Middleton Press, 1985), you will see that there were skylights in the roof of the lean-to workshop, also there was a forge and a vertical boiler, so there must have been at least two chimneys!

The third and most important thing I would like to share concerns the main shed roof. As Monty said earlier it was corrugated iron and without smoke ducts it had louvered ends to let out the smoke. It was whilst I was looking at a photograph of the same, that I put a protractor on it and discovered it had a different pitch. The roof in Les's drawing is

right for the later asbestos roof at about 60 degrees, but the iron roof was set at about 70°. The roof was not just re-clad it was totally re-roofed with new trusses and beams! I have found some photos, though not of good quality and undated, that show the shed with half the roof and trusses missing. One of the photos shows *Hesperus* with one of the NER cattle vans at the back of the shed, they were possibly using its roof as a

Rolvenden engine shed, in process of demolition, 1955

Photo: Les Derbyshire



work platform! These photos are available from the HMRS Nos. AAE717, AAE718 & AAE719. See: www.hmrs.org.uk/photograph-collection

Another view in Brian Hart's book on page 183, shows No3 *Bodiam* outside the shed just after its 1933 to '35 overhaul and to the front left of the loco there is a new roof truss. I hope this information is of some use to others.

**Robin Gay,
Bristol**

**[Sadly, this was the last message from Monty. His obituary appears on page 20 - Ed]*

DISPATCHES

Letters to the Editor

A Howitzer in Golgotha Tunnel?

I refer to the article "The East Kent Railway Today: a brief guide" published in *Colonel 105* [Page 4] which mentions a 9.2ins. railway howitzer being stored in Golgotha tunnel during World War II. I was aware that, initially, a similar piece of artillery was temporarily stored in a siding at Eythorne station, pending the relaying of a short section of upgraded track on the old Coldred spur above Brimsdale farm. However, I would be grateful for any further information about storage of any such weapons in Golgotha tunnel, as there was only a single track available for the coal trains from Tilmanstone colliery. As far as I am aware no railway gun was at any time stored in Golgotha tunnel during the war, and in that time Tilmanstone colliery was working at full production, so coal trains were regularly passing along the single track to and from the tunnel.

John Simmonds
Via email

photographs

In a recent issue of Welsh Highland Heritage, we noticed that some photographs of some of the Colonel's lines taken by Harold Vickers in 1937 were available. We ordered some prints for possible publication. We also asked John Keylock for a more information. Here is his reply.

Dr Harold Vickers who died but two years ago, appears from the knowledge of the man based on some of his photographs, to have had a penchant for obscure and out of the way railways. Born in 1917, he made two visits to the Welsh Highland Railway in 1933 and 1934/5 and took two photographs. On his second visit he photographed a double Fairlie at the Festiniog Railway's Harbour station.

In 1936/7 he took photographs on the Edge Hill (2), East Kent (10), Kent & East Sussex (11) and Rye & Camber (2) light railways. By the mid 1930s, Colonel Stephens won't have been long dead and it is tempting to suggest that Harold Vickers was aware of the Colonel's empire and was making it his business to photograph some of its constituents for posterity.

Previously unpublished photographs of one's favourite railway are always exciting, so 75 years on, members of the Colonel Stephens Society can have the benefit of Harold Vickers's photographs. Invariably, every 'new' photograph from the past tells us something.

John Keylock, WRRHG

[First of all, we have chosen to reproduce this one of Golgotha Tunnel as it complements John Simmonds's letter so well. More will follow in future issues - Ed]



Golgotha Tunnel, EKR, as pictured by Harold Vickers in 1937. (Welsh Highland Heritage Group, Colln Michael Bishop).

Harold Vickers and his

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Our Website

Bruce Hunt reports that the web site had 46,174 visits in 2011 (an average of 126 per day). Most popular were the RVR/KESR pages with Les's modelling pages a close second. He also says that he has been spending a little time redrawing the original signalling diagrams as ordered by the Colonel in 1907 for the PD&SWJR. He also came across the plans to extend the branch from Callington to North Hill. The route was surveyed and costed by Stephens but never built. More on this in a future issue, perhaps?

The Society's Constitution

Our constitution was revised (well, tidied up, really) at the last AGM. It has been uploaded to our website www.colonestephensociety.co.uk. If you would like a paper copy, just write to our Secretary, Kerry Baylis (address opposite) with a stamped and addressed A5 envelope.

Deadlines for 2012/13

Copy for *The Colonel* should be submitted to the Editor by the following dates:

107: Summer 2012: 10th May

108: Autumn 2012: 10th August

109 Winter 2012: 10th November

110: Spring 2013: 10th February

These are final dates, but we much prefer earlier receipt if at all possible. ●

JACKSON'S JOTTINGS

► *Continued from back page*

From there he was promoted to be Assistant District Inspector and Canvasser at Shipley, covering a wide district in the West and North Ridings of Yorkshire. At the end of 1909 he was promoted to a similar post in the Birmingham district, and in March, 1910, was transferred to headquarters as Goods Manager's Inspector, the position he now vacates to take up his new duties. ●

Notes for contributors Contributions to *The Colonel* are very welcome. Please send them to the Editor (address above). They may be in the form of a Word document, an email attachment, a floppy disc, a CD or a typescript. Steam age authors may, of course, send them as a manuscript - but please write legibly. Please ensure that photos, either in electronic form or traditional print, are reproducible. Authors are responsible for ensuring that their material is not subject to copyright restrictions ●

Jackson's Jottings

Stirrings in the Derwent Valley

CHRIS JACKSON continues his trawl through the Railway Gazette

Although light railway developments were getting scarcer at the end of the Edwardian era, some projects were still in hand. Although authorised in 1902, work did not start on the Derwent Valley Light Railway in Yorkshire for almost another decade. But eventually construction did get underway, and by August 1912 the line was finally taking shape.

August 2 1912: Derwent Valley (Yorks) Light Railway

The new Derwent Valley (Yorks) Light Railway, which is shortly to be opened, was originally sanctioned by the Board of Trade in 1902. It is 16 miles long, built to the standard gauge, and has some ten stations. It connects at both ends with the North-Eastern Company, in the north at York and in the south at Cliffe Common, near Selby, there being exchange sidings at both places and independent stations. The Board is an influential one, consisting largely of landowners in the districts to be served. The Escrick and Riccall District Councils have jointly guaranteed a minimum dividend of 3 per cent on the 50,000 ordinary shares for the first 10 years.

It is believed that the line will prove to be a real boon to the East Riding by providing that quick and cheap transit which has so long been desired for both goods and passengers. Although powers were taken for this undertaking in 1902, it was not until April, 1911, that the Directors of the Company determined to make a start with the line. It was the first enterprise to avail itself of the provisions in the Light Railways Act of 1896, enabling local authorities to guarantee the interest on the capital on the security of the rates. The Escrick and Riccall District Councils undertook, by the terms of the transfer, to guarantee 3 per cent. Interest on the £50,000 ordinary stock for the first 10 years. The line commences by a junction with the N.E. Company's Selby & Market Wrighton [sic] Railway at Cliffe Common, and proceeds by way of Skipwith, Thorganby, Wheldrake, Elvington, Dunnington and Osbaldwick to a junction with the Foss Islands branch of the N.E.R. at York. Stations have been provided at the places mentioned, and there are also sidings at other points.

The line is designed to deal with both goods and passenger traffic, and will serve a rich agricultural district. The N.E.R., by their bill in the summer of 1911, took powers to subscribe for a portion of the ordinary stock, in consideration of which they are given the first refusal of purchase should the original promoters decide to sell at any future time. The share capital of the Company is £81,000, of which £31,000 is 5 per cent. preference, and there are debenture powers up to £27,000. The contractors are Messrs. Pethick, Dix & Co., Westminster, and it is expected that the line, which is 16 miles in length, will be ready for opening about October.

With the railway taking shape, a Manager was obviously needed. We reported earlier (Colonel 98, p.24) that recruitment for the post had started, and in this issue the official appointment is announced:

August 2 1912: Personal

Mr. J. L. Clewes, inspector on the staff of the Chief Goods Manager of the Midland Railway, Derby, has been appointed Manager of the new Derwent Valley (Yorks) Light Railway, which is shortly to be opened. Mr. Clewes entered the service of the Midland Railway Company in 1880 at Leeds. He was trained in every department there, both at the large goods depot and in the Northern District Goods Manager's office.

Continued on previous page ◀